

**Mails.**

## BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancel" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Boden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis.



TOS ORIENTAL  
LIMITED

**ENTRIES IN**  
**THE STRAITS SETTLEMENTS.**

CO., LD., LONDON,  
M. GOVERNMENT.  
ERS OF THE  
GOODS and PACKINGS.

NG PUMP PACKINGS, of all kinds.  
C BOILER JOINTS.  
RING COMPOSITION of the best qualities.  
DESCRIPTION of WORK.  
.....THOMAS SKINNER.

.....ARCHIBALD RITCHIE.  
& CO., LIMITED, General Managers.



# COALS.

**USSAN KAISHA**  
(& Co.)

MOTO-CHO, TOKYO.  
TIME STREET, E.C.  
PRINCE'S BUILDINGS, ICE HOUSE STREET.

FFICES:  
ay, Singapore, Sourabaya, Manila, Amoy,  
Port Arthur, Seoul, Chemulpo, Yokohama,  
Kure, Shimonomaki, Moji, Wakamatsu.

**Publications Prepared**  
by the Ontario Board of  
Education

15, Queen's Road.

E. A. HEWETT, Superintendent

(SUBJECT TO ALTERATION.)

ON WEDNESDAY, the 5th day of March, 1902, at NOON, the Steamship

Linen can be washed on board.

Hongkong, 19th February, 1902.

# HONGKONG HOTEL.

Military Band during dinner on Saturday Nights

MANAGER.

**The Oldest and Largest International Life Insurance Company in the World.**

**SUPERVISED BY 82 GOVERNMENTS**

Written Business 1901 exceeds \$380,000,000 Gold. Actual Paid for Business 1901 exceeds \$260,000,000 Gold. A note or a Telephone Message from those wishing an "up-to-date" policy will receive immediate attention.

**HECTOR W. SAMPSON**

Hongkong, 11th February, 1962







FAREWELL DINNER TO  
MR. J. ROSS.

At the Hongkong Hotel last evening some fifty friends of Mr. J. Ross of the Public Works Department entertained that gentleman at a farewell dinner on the occasion of his departure for home for a few months' holiday. Mr. C. Leykum presided, and after an excellent dinner had been done full justice to and the loyal and patriotic toasts duly honored, the Chairman proposed the toast of the evening "Our Guest," and, in doing so, said it was gratifying to him to occupy the chair that evening and to say a few words of welcome to their guest and to wish him a pleasant voyage and a happy time when he got back to the old country. Mr. Ross had been in Hongkong for many years, had filled various offices, and had made friends wherever he had been, and it was his (the chairman's) pleasure to present Mr. Ross with a gold chain and a charm, subscribed for by the numerous friends he had here in Hongkong, as a slight token of their esteem and good wishes.

Mr. Ross, in accepting the gift, said that the entertainment had been quite a surprise to him, and he heartily thanked those who had been the means of getting it up. The beautiful chain and charm he had just received would be cherished by him as one of the greatest treasures he possessed. It had ever been his motto throughout life that if he could not do a man a good turn he would not do him a bad one, and he had never found reason to regret the carrying out of that motto. Mr. F. Allen proposed the toast of "Mr. Ross, coupled with the Craft," and Mr. Shepherd, of the Police, submitted, "The Army." A very enjoyable evening followed in which song and stories of the old country kept the company in happy thought until the early hours.

## ANOTHER PRESENTATION.

A second very pleasing function was performed to-day at the residence of Mr. Ross, of the P.W.D. when the Chinese foremen and fitters of that Department, after a light luncheon presented him with a handsome 18 carat gold watch, as a mark of esteem and respect, on his approaching departure for Scotland. The presentation was made by the chief foreman who made a short but appropriate address prior to handing over the watch.

Mr. Ross, after thanking the assembly for their kindness in making him such a handsome gift, bade farewell to the Chinese staff of the P.W.D.

## OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, January 24th.

## ARMY REFORMS.

The War Office is about to deliver itself of some reforms unconnected with the tailor's department and the skeleton scheme certainly promises changes of a radical nature. With a view to popularising the Service in the labour market, it is proposed, to take the future Tommy straight from school, if his guardians so desire, thus entirely saving his keep, and providing for his physical development, at a time when the supply of adequate food is often a difficulty in those families, where many mouths have to be filled. The boys will be fed, clothed and trained for a year or two, and then passed as 'full' privates into the regular army at the age of eighteen, when they will be entitled to wages of 7/- per week, everything found, and no stoppages! Unnecessary and purely formal parades will be done away with, and the Continental system which permits soldiers to sleep at home will probably be introduced. Considerable diversity of opinion exists among the experts respecting this last suggestion, many authorities believing that such a relaxation, unless carefully restricted, will be subversive of discipline. It is however extremely improbable that so far-reaching a change in army custom will not first be tried within strict limits, and even eventually it is likely that the privilege will only be extended to good conduct men of over a year's service.

Khaki is not to be used after this campaign, drab cloth being substituted for the working and service uniforms. The familiar insignia of officer's rank is also to be abolished, and stripes round the sleeves will take the place of stars, and crown, and crossed swords. By this means it will be as easy to tell an army man's rank, at a distance, as it now is to distinguish the status of a naval officer.

Another departure of which the object is, to the civilian mind, more obscure, is the intention attributed to the War Office of changing the good old name of 'Militia' to the more lengthy title of 'Imperial Defence Infantry' the assumption apparently being that the altered nomenclature will stimulate recruiting. Should all these efforts to improve the conditions of military service fail to produce a sufficient number of the right sort of soldiers, resort will reluctantly be had to some form of compulsion, against which the older members of the present Cabinet have resolutely set their faces until every effort to maintain the voluntary system has proved abortive. One point which forces itself upon the attention of civilians is, that far little is done in the way of educating boys from their earliest years to regard the rendering of themselves, efficient volunteers (if they feel no inclination to the profession of arms) as a no less obvious and imperative duty than the observance of honesty and temperance. It is a question for the mothers of the Empire, do they realize their power and their obligation in the matter?

## EDUCATIONAL REFORM.

is also in the air. The intimation that the Government will this session introduce a comprehensive Education Bill has brought to the fore, various plans for the better instruction of our people. Of these the most interesting

and important, is undoubtedly the establishment of a State register of Teachers, which will in the course of ten or twenty years eliminate, to a very large extent, the unstructured governess and tutor, or at least will ensure that no one need ignorantly employ such persons. The true teacher of course possessed of a gift which no training can give him, and such persons are, in a sense, rare. The aim of the register will not be to half-mark teachers as endowed with this natural qualification, but merely to afford evidence of the attainment of a certain standard of personal knowledge, and of elementary training in the art of instructing others. Ultimately it will be made illegal for any person not included in the State Register to teach, or attempt to teach, in any public school or college. It will probably be impossible to control private establishments, but the best of these will, in their own interests, adopt the State test.

The University of London has this week appointed a Committee to consider the establishment of a commercial degree in connection with that seat of learning. The Drapers Company has offered to provide the site, buildings and endowment of the necessary College, if, within twelve months, the University Senate and the College can agree upon a suitable scheme of incorporation. The London Chamber of Commerce has recommended the establishment of a degree in trade, for some years past, believing that on the better education of our young business men, depends the commercial future of Great Britain. The Chamber is now itself a teaching body, and organises classes for clerks in foreign languages, and technical subjects. Two grades of certificates are given, to obtain the higher of which a candidate must satisfy the examiners in two foreign languages, (Oriental or European) Mathematics, Commercial History, Political Economy, Geography and English, and in two other optional subjects, of which Commercial Law and Bookkeeping are recommended as the most profitable. If the young clerk can find time to attend the necessary lectures to obtain his certificate, there ought to be, shortly, far less complaint of the inefficiency of the English youth as compared with the German importation. Chinese classes are now being arranged, for the purpose of supplying the Far Eastern hongs, and their London offices.

A London paper is responsible for the statement that a combination of Atlantic Steamship owner has been formed, with the object of settling through rates between England and the great American centres. Rates, and freight charges will be fixed week by week, and be binding on all the thirty lines of the combine. Any Company cutting prices will be heavily fined. Only British and American Companies are concerned, all foreign lines being expressly excluded. Negotiations are still in progress with the only Company—a very small one—which declines to join the 'pool'. The raising of freights will probably follow the final settlement. Very little public comment has as yet been passed upon this gigantic scheme.

## EDITORS RESIGN.

The Editor and the City Editor of *Truth* have both resigned their positions, in consequence of the revelations made by Mr. Whitaker Wright under examination. Considerable interest has been aroused in journalistic and financial circles over the whole matter, and other press resignations are probable. Criticism is extremely guarded pending the conclusion of the Bankruptcy proceedings, but further explanations from the "gentlemen of the Press" concerned, are somewhat eagerly awaited.

## AN INTERESTING EXPERIMENT.

has just been inaugurated at the instance of the Royal Commission on Tuberculosis, at the Staisted Model Farm, kindly lent for the purpose by Sir James Blyth. A thorough investigation, on scientific principles, into Dr. Koch's theories respecting the 'incommunicability' of bovine tuberculosis to human beings by means of affected flesh or milk, is under the direction of a board of distinguished medics. Monkeys, guinea pigs, calves and swine, animals peculiarly inclined towards consumption, have been established on the farm, where they will be inoculated with human tubercle, and subjected to other tests including the admixture of human tuberculous sputum with their food. Of course all that will be proved by the experiment is whether animals can be infected from man, but if this is conclusively established, Dr. Koch's theory will have received a severe blow. The medical commission refuses to permit any human being to submit himself for the reverse test, though at least two offers have been made. It is announced that possibly two or three years may elapse before a decisive solution of even the first point is reached.

## A NOVEL SOURCE OF ANXIETY.

The Chilean Government, not satisfied with the manifold difficulties which beset the administration of every South American Republic, is desirous of establishing in two provinces of that country, a novel source of anxiety.

The Agent General has promulgated in Europe an official offer of his Government to the Boers. With the British consent, Chili is prepared to grant to our prisoners now in various parts of the world, a settlement in the republic, where 140 acres of cleared land will be given to every head of a family, with an additional 80 acres for each child, together with building materials, agricultural implements and either food, or £6 per month for one year. The land is very fertile. The Chilean Government will undertake the expense of transporting intending Boer immigrants either from the South African Concentration Camps, or from any other place where they may now be confined. It is asporting offer, to which so far neither the British nor the Boer reply has been received.

## NEW STAMPS CONDEMNED.

The new stamps are condemned on every hand, and it is stated they will be withdrawn before the Coronation in favour of a new issue—which way lieth great joy for the stamp collectors. Apart from the assertion—officially combated—that the colouring-matter of the penny variety admits of a cheap chemical treatment, which will remove all traces of cancelling, and thus open the door to extensive revenue frauds—the chief ground of complaint appears to be that the effigy of the king bears too close a resemblance to that of the King of the Belgians. Certainly there is a very remarkable likeness, between the red Belgian and the new English penny. The objection that the whole issue is "too German"—a very general remark—is certainly based on a misconception—no common German stamp at all resembles our latest effort in philately. The announcement that the new coinage of which the gold and copper pieces are already in circulation, will include silver twopenny and fourpenny pieces is interesting numismatists; probably the money is only being minted this year as a Coronation memento. A few other changes will take place. The double florin will not be issued again, the crown will have for reverse, the figure of St. George, which in the florin, will be replaced by the figure of Britannia standing upon the prow of a vessel with trident and shield. The shilling will bear the royal crest and value for reverse, while the sixpence and half-crown will, except in the effigy, be exactly the same as in the reign of Queen Victoria. The silver is not yet issued, but will be available at the banks in a few weeks.

Mrs. Archibald Little's new book "THE LAND OF THE BLUE GOWN," though only very recently published appears to be creating a favourable impression. Its object is to explain the state of affairs before the late troubles, especially with regard to the foreigners resident in China, and this object is very fairly attained. Mrs. Little succeeds particularly in putting before her readers a conception of the every-day Chinaman as he really is—a composite individual possessed of many of the virtues, and subject to most of the temptations that beset the lordly white—but expressing both the good and the evil of his nature in a different manner to ourselves. European writers are too apt to confuse these points, and to study the native as if his springs of action were entirely peculiar to himself, and not a part of his human heritage. But Mrs. Little knows her subject with no mere superficial knowledge, wherein she differs from the ordinary book-writing, fortnightly-in-the-country traveller. The chapter which will appeal most strongly to the non-Chinese reader is undoubtedly the one devoted to a description of the neglected graves at Taku. The country feels strongly at the present time on the subject of reverent attention to those places.

"Where slumber England's dead," and it may be, that this book will awaken a public desire to see steps taken for the removal of that evidence of our too frequent indifference to matters of national sentiment, which Mrs. Little so ably pillories. It is however a little disconcerting that in reference to foot-binding, the writer coolly expresses a pious hope that the atrocities of European troops in Northern China may bear good fruit in convincing native women that natural sized feet are to be desired, in order that their owners may be conveniently able to run away from the brutal foreigners!

Lord Rosslyn is back in London for a few days, but will not, so I hear, discuss the success of his system, beyond the statement that—"nothing is wrong" with it. His acquaintances declare him to be extraordinarily cheerful and opine that he is in a fair way to make a fortune—but I cannot speak with personal knowledge. English visitors at Monte Carlo write home that Lord Rosslyn is a little to the good, but does not promise to break the bank. This view may however be due either to jealousy or to ignorance.

## Intimations.

## Sabang-Bay Harbour and Coal Co., Limited.

Pulo Weh, North Sumatra.

Cable Address:—"HARCOAL, SABANG."

THIS Company supply best Welsh, Bengal and Orinoco coals at current rates. Ships can move at the wharves immediately after having entered the harbour, and coaling commences without delay at the rate of 60 tons per hour; timely notice being given, the rate of coaling may be increased to 80 tons per hour.

Depth of water at the wharves 30 feet at low spring-tide. Excellent pure spring-water can be supplied at current prices.

Vessels calling at Sabang are exempt from harbour dues and pilotage, and when coaling for the purpose of coaling only and taking in water, stores or provisions, no wharfage is levied.

A floating drydock for vessels of about 3,000 tons displacement lies on the north side of the harbour entrance, close to the shore. The company execute ship and marine engine repairs of all descriptions under the superintendence of experienced European Shipwrights and Engineers, at moderate prices. 2nd October, 1901. [1008]

## NOTICE.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessel during her stay in Hongkong Harbour:—  
CELESTE HURRILL, British ship, Jely.—Order.  
HELEN H. WYMAN, American ship, Vanoha.—Arnhold, Karberg & Co.

COTTAM & CO., ENGLISH and AMERICAN SHIRTS, BOOTS and SHOES. [1956]

## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions from K. W. MOUNSEY, Esq., to Sell by PUBLIC AUCTION,

on MONDAY and TUESDAY, the 3rd and 4th March, commencing each day at 2 P.M.,

within his Residence, No. 2, Coo'stan, Conduit Road, THE WHOLE OF THE VALUABLE HOUSEHOLD FURNITURE, Comprising:—  
DOUBLE and SINGLE IRON BED-STEADS, MARBLE TOP DRESSING-TABLES, TEAKWOOD SIDEBOARDS, WARDROBES, CANTON BLACKWOOD TABLES, CHAIRS, BOOKCASE, CABINETS, FLOWER STANDS and WRITING DESKS, CARPETS, RUGS, ENGRAVINGS, DESSERT SETS;

ALSO: One CROWN DERBY PORCELAIN DINNER SET;

AND One PIANO specially made for the climate. TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 25th February, 1902. [234d]

## PUBLIC AUCTION OF VALUABLE LEASEHOLD PROPERTY.

situate at YAU MATI, KOWLOON, IN 4 LOTS,

on FRIDAY, the 14th March, 1902, at 3 P.M.,

At his Auction Rooms, by Mr. GEO. P. LAMBERT, Auctioneer.

LOT 1.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 911.

LOT 2.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 911.

LOT 3.—All that piece of ground intended to be registered in the Land Office as Section A of Kowloon Island Lot No. 912.

LOT 4.—All that piece of ground intended to be registered in the Land Office as The Remaining Portion of Kowloon Island Lot No. 912.

Each of the above Lots contains an area of 6,375 square feet or thereabouts.

For further particulars, apply to:—  
EWENS & HARSTON, Vendor's Solicitors.

GEO. P. LAMBERT, Auctioneer. Hongkong, 15th February, 1902. [199d]

## Intimations.

## GEO. FENWICK &amp; CO., LIMITED.

## THE THIRTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS.

HOLDERS will be held in the HONGKONG HOTEL, on MONDAY, the 3rd March, at NOON; for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th February, until the 3rd March, both Days inclusive.

By Order of the Board of Directors, W. G. WINTERBURN, General Manager.

Hongkong, 1st March, 1902. [229d]

## HONGKONG FIRE INSURANCE CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company, will be held at the OFFICES of the Company, Pedder Street, on THURSDAY, the 6th day of March, 1902, at 12.30 P.M., to receive a Statement of Accounts to 31st December, 1901, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th instant, to the 5th March, both Days inclusive.

JARDINE, MATHEWSON & Co., General Managers. Hongkong Fire Insurance Co., Limited.

Hongkong, 3rd February, 1902. [157d]

## HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 10% per Share and BONUS of 8% per Share for the Six months ending 31st December, 1901, declared at Monday's Ordinary Yearly Meeting, will be PAYABLE at the Premises of the HONGKONG AND SHANGHAI BANKING CORPORATION, on and after TUESDAY, the 25th February, and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Buildings, New Praya.

By Order of the Board of Directors, THOS. L. ROSE, Secretary.

Hongkong, 25th February, 1902. [232d]



## GOVERNMENT NOTIFICATION.

The following Notice is published. By Command, J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 27th February, 1902.

## NOTICE TO MARINERS.

## HONGKONG HARBOUR.

## SOUTHERN FAIRWAY.

MASTERS of vessels making use of the Southern Fairway, are hereby informed that until further notice they must expect to find the Fairway obstructed to some extent in the neighbourhood of the Nam Pak Hong Wharf by the lighters employed in bringing water from Tsin Wan.

R. MURRAY RUMSEY, R. Com., R.N., Harbour Master, &c.

Harbour Department, Hongkong, 26th February, 1902. [250d]

## DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on SATURDAY, the 15th March, at 8 o'clock P.M.

Devonians wishing to join are requested to communicate as early as possible with

MOWBRAY S. NORTHCOTE, Hon. Secretary, C/o HONGKONG CLUB.

Hongkong, 25th February, 1902. [235d]

## Intimations.



## At every turn,

day and night, you hear the enthusiastic praise of some one who is competent to judge and prefers

## RAINIER BEER

to all others—the whole world has it and likes it.

## SOLE AGENTS:

## A. S. WATSON &amp; Co., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 13th December, 1901. [19]

## INCANDESCENT GAS LIGHT.

consumers is drawn to the fact that the Undersigned, being Sole Agents for DR AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES, The Price of which has been reduced to FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS! KRUSE & Co., CONNAUGHT HOUSE.

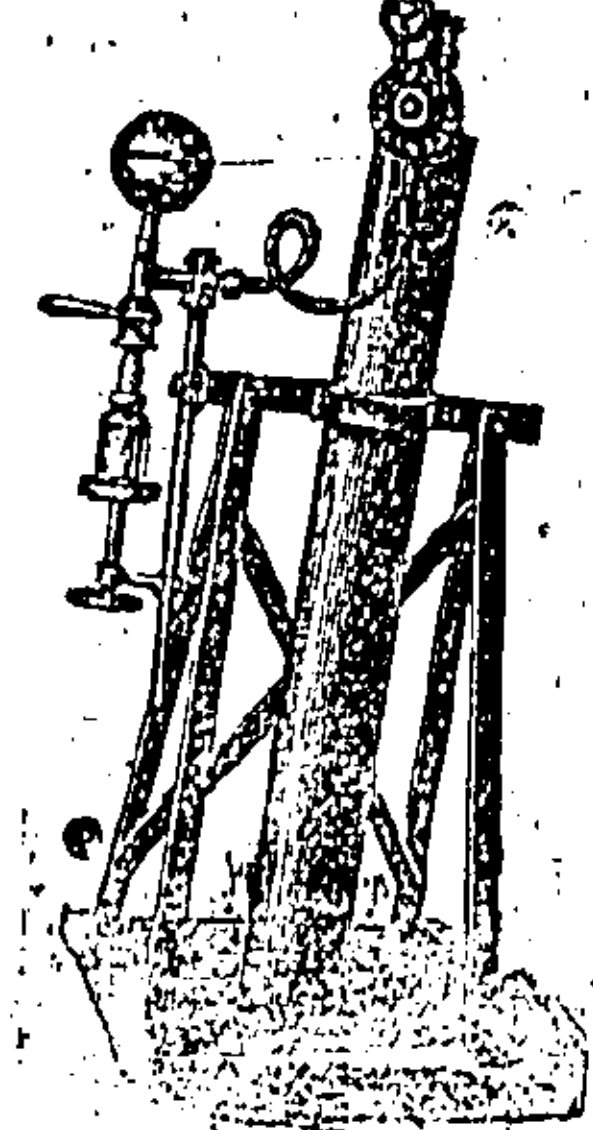
954c] W. BREWER & Co.

## NEW BOOKS AND NEW EDITIONS.

Stanley Gibbon's Stamp Catalogue; 2 vols., 1902	Twentieth Century Inventions, by Sutherland	\$ 3.25
Shakespeare's Works in 36 Pocket Volumes	The Dragon of Peking, by Breton	3.25
William Pitt, by Green	John Chinaman, by E. H. Parker	5.50
Diary of the Siege of Legations at Peking, by Oliphant	Belonged Peking, "The Yellow Crime," by Colman	4.50
The Heart of the Prairie, by Muckie	A Doctor in Khaki, by Freemantle	5.50
Diary of a Nurse in South Africa, by Alice Broa	Actors of the Century, by Whyte	15.00
	Chinese Characteristics, by Smith	4.00

Hongkong, 22nd February, 1902. [34d]

## NEW PATENT SODA-WATER-MACHINE.



Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne Cider, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

## LEOPOLD SPATZ &amp; CO.

Hongkong, 27th February, 1902. [733c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1898. [21]

## WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS SILKS, CARVED IVORYWARE, AND GRASSCLOTHS

## AND GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD &amp; Co.

Hongkong, 20th November, 1901. [1256c]

## UNTOUCHED BY HAND.

## MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared, is similar to Breast Milk.

MELLIN'S FOOD WORKS, TREKHAM, LONDON, ENGLAND.







## CANTON NOTES.

(From Our Own Correspondent.)

CANTON, February 28th.  
CHOLERA.

Several more cases of cholera have been reported, and always those that have had a fatal ending. The disease seems to be on the increase. The dry weather continues and water becomes scarcer and of worse quality.

The death from cholera of a member of the foreign Custom staff was reported yesterday. The man was a Scotsman and had not been in Canton long.

## THE PLAGUE.

Careful inquiry has failed to find any trace of plague in the city. A good number of small-pox cases are reported.

## ROBBERY.

Rather more than the usual number of robberies occur during the first month of the new year. A large pawn shop was attacked at the market of Ping-Po in the Shun Tak district and several persons killed. The robbers were finally driven off.

## GLOBE TROTTERS.

This has been an unusually busy week for city guides. Globe trotters abound. On Wednesday a party of about thirty persons were trying to make the rounds. There were about one hundred chair bearers in the procession, which was really a sight for sightseers.

## THE NEW "FORT CANNING" LIGHT-HOUSE, AT SINGAPORE.

Those who perchance have passed by a certain angle of Fort Canning of late may have noticed a somewhat curious embryo structure, says the *Singapore Free Press*, not far distant from the Flag-staff, in a north-easterly direction.

All may not be aware of the fact that the structure in question is Singapore's new, but as yet uncompleted, light-house, the vote for which was passed in the Estimates in 1901.

The light-house is such an important addition to the facilities of the Port and will eclipse the old and present light on Fort Canning Flagstaff to such an extent, that a few remarks thereon will be read with interest.

It was first intended to have a masonry structure, but the difficulty of procuring local masons caused the Public Works Department to determine to build the structure of cast-iron and steel. An estimate for such a building was furnished from home, but a local firm, Messrs. Riley Hargreaves & Co., put in a tender twenty-five per cent less than the home estimate and to them the contract was given. This firm commenced operations about the end of September last and up to the present they have half completed the structure.

As to the lighthouse, when finished it will have a height of fifty-five and a half feet, from the platform to the ground and its diameter at the base will be twelve feet. It is built on concrete foundations, into which cast-iron columns have been sunk to a depth of two and a half feet, these columns tapering from the base to the top and being braced together by steel tension rods. In the centre is an iron tube, six feet in diameter, up which runs a spiral staircase leading to the keeper's room, circular in shape, of fifteen feet diameter, forty-five feet from the ground and directly over which will be the platform supporting the lantern. The lantern will, on course, be the most important item in its description merits a special paragraph.

It is to be of first order dioptric, occulting white and red light, with a range up to thirty miles, limited to 67 degrees, 30 seconds white, with 10 degrees North and 15 degrees South red sectors. The intensity of the white light will be 124,000 candle power, and the prism of the red sectors will be condensed to the same power as the white ones. Occultation will occur once every twenty seconds.

This lantern has been ordered from home through the Crown Agents at a cost of \$50,000, and is expected in June next.

It will be seen from the above description that the lighthouse will have an outer frame-work with an inner tube. The whole structure will be painted white—the lantern room is to be surrounded by a neat, ironwork outer gallery—and will be not unpleasant to look upon, a noticeable landmark by day and a powerful beacon by night.

The lighthouse, which is about thirty feet to the north-east of the Flagstaff, where the present light is situated is expected to be completed by July or August.

The building will, it is understood, be under the same charge as the present light and when finished, long may it continue to effectively throw out its radiant beams seaward, doing yeoman work in the cause of navigation.

## AUSTRALIAN IMMIGRATION.

HINDOOS FROM HONGKONG ROUGHLY HANDLED.

Among the passengers by the Japanese mail steamer *Kumano Maru*, from Japan to Brisbane, says the *Perth Herald*, were two Hindoos, who shipped at Hongkong to Townsville. Under the Immigration Restriction Act, they were forbidden to land. Great trouble was experienced at Townsville, where the men attempted to escape, but the Hindoos landed and made their way across the wharf. The alarm was raised, and a number of Japanese pursued and captured the Hindoos after a struggle. They had to be lashed and dragged abroad.

When they were handcuffed and imprisoned, a passenger from South Africa who is touring the States, protested against the action of the officers in arresting the Hindoos, who are British subjects, and had served in the British Army in India. He stated that he intended to lay the case before the authorities in Sydney.

GIRAULT, NOVELTIES, BEAUTIFUL DOLLS, PLEASANT PARLOUR GAMES, ORQUEST, &c., &c.

The Japanese Consul (Mr. Alex. Marks, of Melbourne) is among the passengers from Japan. When interviewed he stated that the Immigration Bill was causing great alarm in Japan and that the authorities there had already taken action by protesting to England. He holds that the clause regarding education is impracticable. Mr. Barton's promise to him (Mr. Marks) before leaving Melbourne was not to alter the original bill. That promise had not been carried out, and Mr. Marks thinks that the bill is suicidal to the States. He also stated that the bill will seriously affect trade between Japan and Australia. Japan, he concluded, has not the slightest desire to swamp Australia with Japanese.

## THE TRIALS OF THE "MIKASA."

The new Japanese battleship *Mikasa*, built by Messrs. Vickers, Sons, and Maxim (Limited) at the Naval Construction Works at Barrow-in-Furness, has completed a series of official trials in the English Channel. On a deep sea measured course off the coast of Devon the vessel attained a speed of 18.6 knots, developing a mean i.h.p. of 16,400, which is in excess of the guaranteed results—namely, 18 knots and 15,000 i.h.p. On a coal consumption trial of six hours' duration at four-fifths of the full power it was found that with 12,235 h.p. the coal consumption worked out to 1.53 lb. per unit of power per hour, while the guarantee was 2 lb. The boilers, which are of the Belleville type, were worked entirely by the Japanese crew. On the six hours' trial the speed was 17.3 knots. The engines worked most satisfactorily on all the trials. Progressive speed trials were made on the measured mile course at Stokes Bay, and amongst the results obtained were that 10 knots could be maintained for 2,000 i.h.p. and 15 knots for a fraction under 7,000 i.h.p. The ship was at her full draught of 27 ft. 2 in. on an even keel, the displacement being 15,400 tons. On the circling trials it was found that the diameter of the circle turned, as measured by a Barr and Stroud range-finder, was only 1.3 times her length, which is 400 ft.

All the guns and torpedoes were tried, these including four 12-in. guns and fourteen 6-in. guns, with twenty 12-prs., eight 6-prs., four 2-prs., and four submerged torpedo tubes. But the interesting feature of the ship is probably the disposition of her armour. Instead of adopting the scattered casemate system, as in recent battleships, Messrs. Vickers, Sons, and Maxim in the design of this ship have adopted concentrated casemates within the central battery, and there is no unprotected space on the broadside between the casemates. Such unprotected sides, where existing, may admit projectiles to the interior of the ship which might do considerable damage to the comparatively unprotected rear of the casemate guns on the other side of the ship. This arrangement secures the combined advantage of complete isolation for each of the 6-in. guns, along with a continuous armour-plated side for the full depth of the ship throughout a great part of her length, thus ensuring an armoured reserve of buoyancy and stability. In other words, should the ends of the ship be riddled by shot, admitting water and increasing the draught, the remaining freeboard, being armoured, ensures extra buoyancy. This system is unique. The *Mikasa* combines the advantages of the central battery with its traverses, and of casemate isolation. The casemates instead of being circular are square, and the four on each broadside are brought close together so that there is no part of the broadside of the citadel or central battery unprotected by armour. Thus a shot cannot so easily find its way in at the broadside. It will thus be seen that while the guns are isolated the complete broadside is armoured protected, and there is practically no chance of a shot passing through. This is a great advance, and the Admiralty have certainly acted with enterprise in adopting it for the new British battleships. The *Mikasa* has practically been admitted by Lord Selborne as originating a new system of gun protection and armour arrangement. All auxiliary machinery on board the ship was tested during the course of the trial and found satisfactory.

## EVERY WOMAN

will find a remedy—safe, sure, lasting—for constipation, impoverished blood and all irregularities of the system in

## SEIGEL'S SYRUP

"But, for Seigel's Syrup I would not now be alive," says Mrs. Laura Roberts, 12, Lower Campbell Street, Sydney. "Three years ago I suffered terribly from bilious attacks, acute indigestion, violent headaches, and constipation. I had no appetite, and poor sleep, and became so weak I had to take to bed. The Doctor gave little hope of recovery, but seven bottles of Seigel's Syrup thoroughly restored my health and strength. July 22nd 1901."

GIRAULT, CRYSTALLIZED FRUITS, ROSE, MAROONS GLACES & most splendid Assortment. [1902]

## Hotels.

## THE CONNAUGHT HOUSE, QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE.

Hongkong, 7th December, 1901.

J. H. WAINWRIGHT, Manager.

[1339C]

## GO TO THE

## KOWLOON HOTEL, KOWLOON.

J. H. DOWNS, Manager.

J. W. OSBORNE, Proprietor.

## THE BAY VIEW HOTEL.

Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management.

J. LACOCK.

[1075C]

## "BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

[57d]

Telegraphic Address: "BOA VISTA."

## METROPOLE HOTEL.

Convenient distance from town, delightful situation.

BOARD AND RESIDENCE.

[1073C]

## Intimations.

## GUARANTY TRUST COMPANY OF NEW YORK.

(AMERICAN BANK).

ESTABLISHED 1864.

U.S. Gold. \$2,000,000

PAID UP CAPITAL \$2,000,000

SURPLUS AND UNDIVIDED PROFITS \$4,644,514

TOTAL \$6,644,514

Head Office: NEW YORK.

## Directors:

Samuel D. Babcock, George F. Baker, August Belmont, George S. Bowdoin, Frederick Cromwell, Walter R. Gillette, E. H. Harriman, R. Somers Hayes, Charles R. Henderson, Harry Payne Whitney, Adrian Iselin Jr., James N. Jarvis, Augustus D. Juillard, Richard A. McCurdy, Levi R. Morton, Walter G. Oakman, Alexander E. Orr, Henry H. Rogers, H. McK. Twombly, F. W. Vanderbilt.

Walter G. Oakman, President, Geo. R. Turnbull, Vice President, John Gault, Manager, Foreign Dept., E. C. Hebbard, Secretary, R. C. Newton, Trust Officer, F. C. Hartman, Assistant Treasurer.

London Committee: Arthur John Fraser, (Chairman), Donald C. Halldeman, Honorable Levi P. Morton.

LONDON OFFICE: 33 and 35, Lombard Street, E.C. R. C. Wyse, Manager.

London Bankers: PARR'S BANK, LIMITED.

A BRANCH of above Company has been established at No. 4, DES VEXES ROAD, Hongkong, for the Transaction of Banking and Exchange Business. Hongkong, 31st January, 1902. [128d]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES. Hongkong, 14th May, 1901. [131]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS. CHARTS AND BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. Nos. 44 & 46, Queen's Road Central. [132]

HONG SING, 8, Beaconsfield Avenue. ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901. [1060C]

## NOTICE.

THE SECOND VOLUME OF BOX'S EXCHANGE TABLES with Rates in 1/16ths from 1/1015/16 down to 1/84, is now in the bookbinders' hands and will be published next week. These Tables, which run in columns of 100, from 1999 down to 1, and from 19/11 down to 1/8 or from \$999 down to 1 cent, enable the user to arrive at the value in Dollars of any sum in Sterling under £1,000 by simply adding the equivalent of the Shillings and Pence to that of the Pounds; or to get the value in Sterling of any Sum of Dollars and Cents under \$1,000 by adding the equivalent of the Cents to that of the Dollars. By these simple means of computation a very considerable saving of time and trouble, besides securing a ready means of proving accuracy is secured, as is illustrated in the following examples. To reduce £879.17.11 into Dollars at Exchange 1/10 1/16—

\$879. 0. 0 = \$9,561. 926  
17. 11 = 9. 745

\$9,571. 671

whereas with the other exchange books the process would be as follows:—

\$800. 0. 0 = \$8,702. 570  
70. 0. 0 = 761. 453  
9. 0. 0 = 97. 904  
17. 0. 0 = 9. 247  
11. 0. 0 = 0. 497

\$9,571. 671

or to recover the dollars into sterling at the same rate of exchange:—

\$9,000.000 = £827. 6. 10. 8  
571. 671 = 52. 9. 11  
671 = 1. 2. 13

\$79,17.11.00

but by other books it would be:—

\$9,000.000 = £827. 6. 10. 8  
500.000 = 45. 10. 3. 4  
70.000 = 6. 8. 6  
1,000 = 1. 10. 1  
500 = 1. 1. 3  
700 = 1. 1. 9  
1 = 1. 1

\$79,17.11.00

Every care has been taken in compiling these Tables to insure their accuracy and even as the book was being printed the last impression of each sheet was taken and carefully rechecked by two separate persons and any little errors in reading which will crop up in such works as these are carefully corrected in each copy before it is issued, thus making it a most accurate and useful book. Subscriptions for this and the previous volume, may be sent to the Daily Telegraph Office, Price 5/6 per copy. Hongkong, 10th February, 1902. [172d]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 6th March, 1902. [133]

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS. Hongkong, 22nd November, 1901.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 8th Mar, at Daylight.
J. W. Wale	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 10th Mar, at 4 P.M.
RIOJUN MARU	KOBE and YOKOHAMA	FRIDAY, 14th Mar, at Daylight.
KAMAKURA MARU	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 22nd Mar, at Daylight.
SANUKI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 24th Mar, at 4 P.M.
Iyo MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 25th Mar, at Noon.
HIROSHIMA MARU	KOBE and YOKOHAMA	About FRIDAY, 28th Mar, at Noon.
INABA MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 28th Mar, at Noon.
KAGOSHIMA MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 28th Mar, at Noon.
YAWATA MARU	HAMA	FRIDAY, 28th Mar, at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

[5]

Hongkong, 1st March, 1902.

## NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers.	Tons.	Captains.	Proposed Sailings.
Tacoma	3,811	A. Dixon	Mar. 8.
Victoria	3,502	J. Patton	Mar. 15.
Braemar	3,601	W. Watt	Mar. 22.
Olympia	2,837	J. Truebridge	April 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table.

DOCTOR and STEWARDSS attend.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR attached to trans-continental trains day and night; TACOMA in NEW YORK in 41 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to

DODWELL &amp; Co., LIMITED, General Agents.

Hongkong, 1st March, 1902. [13]

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th March, 1902, at 1 P.M., the Company's Steamship "SYDNEY," Captain Rigney, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 9th March. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

P. DE CHAMPORIN, Acting Agent.

Hongkong, 25th February, 1902. [100C]

## EDUCATION: WEL-HAI-WEI SCHOOL.

AN ENGLISH SECONDARY SCHOOL where a thorough all-round education is provided on modern lines.

Pupils prepared for the Public Schools, the Royal Navy, and for commercial life. Bracing climate. Healthy situation, facing South.

Half term, March 25th.

Summer term begins May 5th.

PRINCIPALS—

HERBERT L. BEER, London University, L.C.P.

Residence Assistant Master of Trinity College, Cornwall.

CHAR. E. BEER, London University, L.C.P.

Head of Queen Elizabeth's Grammar School, Blackburn, Lancs.

20th February, 1902.

## Intimations.

QUEEN'S COLLEGE.

TERM BEGINS WEDNESDAY, the 5th March, at 9 A.M.

ALL Applicants for Admission should present themselves accompanied by Guardians in the COLLEGE HALL, on TUESDAY, the 4th March, at 9 A.M.

Applicants for Re-Admission should call at the Office at once.

GEO. H. BATESON WRIGHT, D.D., Oxon, Head Master.

Hongkong, 27th February, 1902. [243d]

## DIOCESAN SCHOOL &amp; ORPHANAGE.

SCHOOL DUTIES will be RESUMED on TUESDAY, the 4th March. For Terms for Boarders or Day Scholars, apply to

THE HEADMASTER.

Hongkong, 27th February, 1902. [242d]

## NAVY CONTRACTS, 1902-1903.

SEALED TENDERS, in Duplicate, will be received by the VICTUALLING STORE OFFICER, H.M. Victualling Yard, until NOON, on WEDNESDAY, the 12th March, for the undermentioned Articles:—

BISCUIT, SOFT BREAD, FLOUR, FRESH BEEF, FRESH VEGETABLES, FRESH POTATOES, RICE, 1—PAPA, 2—CHINA (1st quality), MILK (Condensed), MILK (Fresh), SUGAR.

Forms of Tender and further Particulars are to be obtained at the Victualling Store Officer's Office.

Samples to accompany Tenders. The right to reject the lowest or any Tender is reserved.

H. S. VAUGHAN, Victualling Store Officer.

H.M. Victualling Yard, Hongkong, 27th February, 1902. [245d]

</



## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	WHAMPOA	4th March.
SHANGHAI	KWELIN	5th March.
CEBU AND ILOILO	KALFONG	8th March.
MANILA	TSINAN	8th March.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	TSINAN	8th March.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,**  
AGENTS.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	NESTOR	6th March, 1902.
"	DARDANUS	12th " "
"	PROLETUS	19th " "

## HOMELANDS.

FOR LONDON.	STEAMERS	DUE
"	ULYSSES	4th March, 1902.
"	ANTENOR	18th " "
"	DARDANUS	15th " "
"	DIOMED	29th " "
"	MACHAON	13th May, " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"TYDEUS" 18th March, 1902.

"FROMETHUS" 18th April, " "

For Freight, apply to

**BUTTERFIELD & SWIRE,**  
Agents, O. S. S. Co.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

Agents for and in connection with  
**THE OREGON RAILROAD AND NAVIGATION COMPANY,**  
Operating the New First-class Steamships  
"INDRAVELLI," "INDRAPURA,"  
and  
"KNIGHT COMPANION,"  
between

## HONGKONG AND PORTLAND (OR.)

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,  
and YOKOHAMA.

THE Steamship "STRATHGYLE," will be despatched for PORTLAND (OR.) on or about the 16th instant.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For Freight, apply to

**THE PORTLAND AND ASIATIC STEAMSHIP CO.**  
[1266c]

## OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 2nd March.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 5th March.
FOR TAMSUI	"DAIGI MARU"	T. Kitano	SUNDAY, 9th March.
FOR FOCHOW	"ANPING MARU"	K. Suzuki	WEDNESDAY, 12th March.

\* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSHEN KAISHA.

For Freight, Passage and further Information, apply to

**THE MITSUI BUSSAN KAISHA,**  
Agents.

Hongkong, 26th February, 1902. [1379c]



**TOYO KISEN KAISHA,**  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN  
HONGKONG AND MANILA  
IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,875 Tons.

Captain Tate, will be despatched hence for

MANILA, on or about MONDAY, the 3rd

March, at 11 A.M.

Magnificent accommodation. Comfortable

cabin. Excellent table. Unrivalled speed.

Electric light.

For Freight or Passage, apply to

**THE MITSUI BUSSAN KAISHA,**

Agents.

Prince's Buildings,

Ice House Street.

Hongkong, 18th February, 1902. [171d]



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

STEAM FOR

SINGAPORE, PENANG, RANGOON,

COLOMBO, ADEN, SUEZ, PORT SAID,

FUME AND TRIESTE.

(Taking Cargo at through rates to the BRAZILS,

LEVANT, VENICE AND ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mitts, will be despatched as above

on SATURDAY, the 15th March, P.M.

This steamer has capital accommodation for

passengers. Electric light. A doctor is carried.

For Information as to Passage and Freight,

apply to

**SANDER, WIELER & Co.,**

Agents.

Hongkong, 21st February, 1902. [179d]

## Shipping.

## STEAMER.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"PERLA"

Captain G. T. Blackland, will be despatched for the above Port, on MONDAY, the 3rd March, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to

**SHEWAN, TOMES & Co.,**

General Managers.

Hongkong, 27th February, 1902. [247d]

## Consignees.

FROM NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARAGONIA,"

Captain Forsi, having arrived from the above Port, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Underwriters and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 3rd March, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd March, at 3 P.M.

No Fire Insurance will be effected by me in any case whatever.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 24th February, 1902. [247d]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Arabis.

Optional Cargo will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 2nd March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 24th February, 1902. [4]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 2nd March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 24th February, 1902. [4]

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E. A. HEWETT,

Superintendent.

Hongkong, 24th February, 1902. [4]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 2nd March, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 24th February, 1902. [4]

## NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA"

FROM TACOMA, VICTORIA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

**DODWELL & Co., LIMITED,**

Agents.

Hongkong, 26th February, 1902. [4]

## NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 5th March, will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 8th March, or claims in connection therewith will not be recognised.

**NIPPON YUSEN KAISHA,**

Hongkong Office.

Hongkong, 27th February, 1902. [248d]

## Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex S.S. Oceana, Persia and Sarda.

From Australia, ex S.S. Himalaya.

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 6th March, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,

Superintendent.

Hongkong, 28th February, 1902. [4]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

**SIEMSEN & Co.**

Hongkong, 28th May, 1895. [25]

## To be Let.

TO LET.

"THE KENNELS" MAGAZINE GAP.

Apply to

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 26th February, 1902. [18d]

## TO LET.

FOURTEEN EUROPEAN HOUSES:

Nos. 14, 18, 20, 22, 24, 26, 28, 30, 32, 34, 36, 38, 40, 42, 44, 46, and 48, LEIGHTON HILL ROAD.

Apply to

**THE HONGKONG & KOWLOON LAND & LOAN CO., LD.**

No. 8, QUEEN'S ROAD WEST, Hongkong, 22nd February, 1902. [224d]

## TO LET.

THE BUNGALOW, "CREGGAN," at the Peak, Six Rooms.

Apply to

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 18th February, 1902. [212d]

## TO LET.

GROUND FLOOR OF GODOWN No. 1, New Praya, Kennedy Town.

Apply to

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 1st February, 1902. [140d]

## TO LET.

NO. 1, STEWART TERRACE.—THE PEAK.

Apply to

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 31st July, 1901. [709c]

## TO LET.

HOUSES IN CLIFTON GARDENS, CONDUIT ROAD.

GODOWNS AT BLUE BUILDINGS.

HOUSES AT CAUSEWAY BAY, facing the Polo Ground.

A HOUSE IN RIFON TERRACE.

"THE RETREAT," MOUNT KELLET.

Apply to

**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**

Hongkong, 11th January, 1902. [209c]

## TO LET.

"CRAIGMIN WEST," MAGAZINE GAP.

Apply to

**THE HONGKONG LAND**



## AGENDA.

**Gospel Hall**  
6 Arden Street, Top Floor,  
Off Queen's Road, East.  
Meetings are held as follows:—  
SUNDAY,  
Acts 2.42 ..... 11 a.m.  
Gospel Address ..... 6 p.m.  
TUESDAY,  
Soldiers & Sailors Bible Class. 6 p.m.  
THURSDAY,  
General Bible Class ..... 6 p.m.  
SATURDAY,  
Prayer Meeting ..... 6 p.m.  
A hearty welcome given to all.

## TO-DAY.

**WEATHER REPORT.**  
On date at 4 p.m.  
Barometer ..... 30.06 29.97  
Temperature ..... 71 71  
Humidity ..... 72 76  
Rainfall ..... — —

## SHIPPING AND MAIL NEWS.

## MAILS DUE.

German (Sachsen) 3rd prox.  
German (Bayern) 5th prox.  
American (China) 7th prox.  
American (Doric) 15th prox.  
Canadian (Empress of China) 17th prox.  
American (Nippon Maru) 25th prox.

The "Ben" Line S.S. *Benveniste* left Singapore yesterday for this port, and may be expected here on or about 6th inst.

The H. A. L. steamer *Bamber* from Hamburg left Singapore for this port on the 27th ult., and may be expected here on or about the 31st inst.

The Imperial German Mail steamer *Sachsen* left Shanghai on Saturday a.m., the 1st inst., and may be expected here on or about Monday afternoon.

## HONGKONG AND WHAMPŌA DOCK RETURNS.

*Skramstad* ..... at Kowloon Dock.  
*Arnold Layton* ..... " "  
*Progrès* ..... " "  
*Glouster City* ..... " "  
*Kunming* ..... " "  
*Katrin Augusta* ..... " "  
*Pelue* ..... " "  
*Empress of Japan* ..... " "  
*Argus* ..... " "  
*Petrarch* ..... " "  
*Daphne* ..... " "  
*Lyscom* ..... " "

## PASSED THE CANAL.

Outward—28th Jan.—*Maristow, Glamorganshire*. 21st Feb.—*Glenloch, Promethee, Yangtze*, (Austrian) *Sesela*, 26th Feb.—*Japan, Segovia*.

Homeward—14th Jan.—*Achilles*. 17th Jan.—*Ision, Survia*. 28th Jan.—*Jawa, Acara, Lennox, Wakasa Maru, Athesia*. 21st Feb.—*Yarra, Pelue*. 26th Feb.—*Caladonien, Sado Maru, Afridi, Marie Valerie*.

Arrivals at Home—2nd Jan.—*Socotra*. 3rd Jan.—*Bayern, Nestor, Ernest Simons, Longships*. 7th Jan.—*Ision, Survia*. 10th Jan.—*Dardanelles, Promethee, Yangtze, Anapa, Mackan, Stuttgart, Aqueduct, Baguette*. 21st Jan.—*Adana, Ville de la Citadelle, Hitachi Maru*. 24th Jan.—*Deuburg*. 27th Jan.—*Borneo*. 28th Jan.—*J. F. Chapman, Konig Albert*. 21st Feb.—*Deucalion, L. Schepf*. 26th Feb.—*Strassburg, Nurnberg, Korea*.

## SHIPPING GAZETTE.

In future the *Telegraph* shipping part supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—  
January 6th.

The s.s. *Deucalion* D. Arthen 2nd mate.

January 10th.

The officers and engineers on board s.s. *Yuenang* are:—Mr. Meyrick chief officer R. L. Threlfall, 2nd officer H. W. Wise, 3rd officer Mr. W. Gow, chief engineer Mr. Thomas, 2nd engineer Mr. Chapman, 3rd Mr. Sutton, 4th engineer Mr. Herbert, late chief officer transferred to s.s. *Choyang*.

January 11th.

Mr. Hutchison, second officer of the s.s. *Whampoa*, has been appointed chief officer of the s.s. *Nippon*.

Mr. Robert Watson has been appointed second officer of the s.s. *Whampoa* vice Mr. Hutchison, promoted.

February 12th.

The officers of the s.s. *Lien Shing* are:—Capt. W. O. M. Young, chief officer G. J. L. Netherton, 2nd officer J. C. Daily, chief engineer J. Gilles, 2nd engineer J. Davidson, 3rd engineer W. Elder.

February 26th.

The officers of the s.s. *Tacoma* are:—M. Ridley, chief officer gone on leave A. E. Hagreaves, chief officer transferred from s.s. *Victoria* B. Shields, 2nd and 3rd engineer gone on leave Wm. Morck, 2nd and 3rd engineer.

## OPTUM QUOTATIONS.

Hongkong, 1st March.

To-day's quotations are as follows:—  
BENGLA—New Pains ..... @ 905  
Old Pains ..... @ 920  
New Benares ..... @ 905  
Old Benares ..... @ 920 nom.  
MALWA—New ..... @ 880  
Last year's ..... @ 940/50  
3 1/2 years' old ..... @ 920/30  
3 1/4 years' old ..... @ 930/40  
Putliff ..... @ 940  
PERRIAN—Superior drug was sold. @ 600

## VISITORS AT THE QUEEN'S HOTEL.

Barling, W. Nesbit, Mr.  
Botsch, Mr. B. Nobbs, A. P.  
Clausen, Mrs. N. Patrick, A. N.  
Edmunds, Mr. & Mrs. Plating, Mr. & Mrs.  
E. and child Ribbimund, Mrs. K.  
Fair, A. Reddock, Mr.  
Hoffmeister, Mr. Roberts, G.  
Hoffmeister, Miss Simpson, R. N. L. and  
Hubby, Mrs. and child Shepherd, F. B.  
Judy, Mrs. and child Stansbury, R. N. Lieut.  
Lewin, Lieut. Col. and child.  
Mrs. Wisse, Mr. & Mrs. W.  
Moock, Mr. Wieselt, Mr. and Mrs.

## VISITORS AT THE HONGKONG HOTEL.

Allan, Mr. and Mrs. Ismay, Miss L. and  
Allison, J. T. Ismay, Mr. Jas. and  
Andrews, D. W. Ismay, Mr. Jas. and  
Angus, Mrs. Ismay, Mr. Jas. and  
Autumoyon Ismay, Mr. Jas. and  
Bach, Mr. and Mrs. A. Ismay, Mr. Jas. and  
H. Ismay, Mr. Jas. and  
Bailey, W. S. Ismay, Mr. Jas. and  
Barlow, B. J. Ismay, Mr. Jas. and  
Barlow, F. C. Ismay, Mr. Jas. and  
Bayne, Mrs. Ismay, Mr. Jas. and  
Bech Rev. Ismay, Mr. Jas. and  
Bell, J. T. Ismay, Mr. Jas. and  
Berings, Dr. Ismay, Mr. Jas. and  
Bines Mrs. Ismay, Mr. Jas. and  
Black, J. Ismay, Mr. Jas. and  
Bonner, E. A. Ismay, Mr. Jas. and  
Bower, Mr. Ismay, Mr. Jas. and  
Brabazon, R. A. Ismay, Mr. Jas. and  
Brinton Mr. and Mrs. Ismay, Mr. Jas. and  
Brinton Miss Ismay, Mr. Jas. and  
Brown, Miss May Ismay, Mr. Jas. and  
Buttanshaw, Major Ismay, Mr. Jas. and  
Cameron, D. H. Ismay, Mr. Jas. and  
Chadwick O. Ismay, Mr. Jas. and  
Clark, Dr. F. Ismay, Mr. Jas. and  
Clegg, E. B. Ismay, Mr. Jas. and  
Clement, C. Ismay, Mr. Jas. and  
Cloc, A. Ismay, Mr. Jas. and  
Cochin, Mrs. F. S. Ismay, Mr. Jas. and  
Coghill, H. Mr. & Mrs. Ismay, Mr. Jas. and  
Cole, G. C. Ismay, Mr. Jas. and  
Colley Mr. and Mrs. Ismay, Mr. Jas. and  
Colson, J. S. Ismay, Mr. Jas. and  
Cottell, Lt. Col. & Mrs. Ismay, Mr. Jas. and  
Cotton, J. S. Ismay, Mr. Jas. and  
Craig, Dr. J. M. Ismay, Mr. Jas. and  
Crownfield, E. A. Ismay, Mr. Jas. and  
Daniels, G. Ismay, Mr. Jas. and  
Davies, Mrs. W. and child Ismay, Mr. Jas. and  
Drage, J. Ismay, Mr. Jas. and  
Dunsford, Capt. & Mrs. Ismay, Mr. Jas. and  
Earnshaw, Mr. & Mrs. Ismay, Mr. Jas. and  
Edwards, F. W. Ismay, Mr. Jas. and  
Ellis, W. B. Ismay, Mr. Jas. and  
Evans, N. C. Ismay, Mr. Jas. and  
Farley, E. C. Ismay, Mr. Jas. and  
Fellows, G. Ismay, Mr. Jas. and  
Fox, F. W. Mr. & Mrs. Ismay, Mr. Jas. and  
Glover, C. Ismay, Mr. Jas. and  
Golding, Miss Ismay, Mr. Jas. and  
Grant, G. C. L. Ismay, Mr. Jas. and  
Grant, P. Ismay, Mr. Jas. and  
Grant, Powell Mrs. Ismay, Mr. Jas. and  
Handelman, Mr. J. Ismay, Mr. Jas. and  
Hanson, B. E. Ismay, Mr. Jas. and  
Hanson, Mrs. Ismay, Mr. Jas. and  
Harwood N. Ismay, Mr. Jas. and  
Haworth, C. Ismay, Mr. Jas. and  
Hickford, R. G. Ismay, Mr. Jas. and  
Henderson, G. E. Ismay, Mr. Jas. and  
Hills, T. W. Ismay, Mr. Jas. and  
Hobden, Mr. Ismay, Mr. Jas. and  
Hollingsworth, A. Ismay, Mr. Jas. and  
Howard, Thos. Ismay, Mr. Jas. and  
Howkins, Mr. and Mrs. Ismay, Mr. Jas. and  
Hughes, W. K. Ismay, Mr. Jas. and  
Huke, A. N. Ismay, Mr. Jas. and  
Hunter, Dr. W. Ismay, Mr. Jas. and

## VISITORS AT THE CONNAUGHT HOTEL.

Aenle, Mrs. C. & child Landle, Mr. and Mrs.  
Aimie, Miss Lyon, Mr. and Mrs. &  
Alfred, Mrs. 2 children  
Arnold, H. MacKenzie, Mrs. C.  
Campbell, H. F. McMillan, A. C.  
Caston, Mr. & Mrs. Pontifex, E. C.  
Clutton, Mrs. M. Robinson, Mr. & Mrs.  
Clutton, Miss B. A. E.  
Comrie, A. F. Ross, Miss  
Conolly, Mr. & Mrs. Rose Charlton Miss  
Cyrane, Mr. Smith, Mr. and Mrs.  
Ewart Miss D. L.  
Fairchild, Mr. Stanford, W. E. D.  
Gayosh, Mr. Sutton, Mr.  
Gonzalez, Mr. Sutton, Mr. and Mrs.  
Gumpert, Mr. and Mrs. E.  
Hindmarsh, Mr. & Mrs. Tinsley, Miss  
T. W. Watson, Major & Mrs.  
Homan, Miss J. C.  
Hurri, A. Wild, Mr. and Mrs.  
Ironside, Mr. Wilson, J. A.  
Jenkinsen, Mr. & Mrs. Winton, Mrs.  
Koelle, W. Winton, Mrs.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, James Law, D. R.  
Benson, Capt. and Mrs. Libeaud, Mrs.  
Bewley, R. A. M. C. Capt. Libeaud, E. V.  
Blood, G. Lynne, R. N. Lt. Comdr.  
Bonar, J. W. C. Marchandelli, Mrs. &  
Bryant, H. F. R. Martin, R.  
Bryant, G. H. May, A. J.  
Cartwright, Miss McDermott, A. P.  
Chapman, Mr. and Miller, Mr. and Mrs.  
Chapman, Mr. Mitchell, Robert  
Connell, Mr. and Mrs. Osborne, R. A. Major  
J. L. O. Perfect, G. Grosvenor  
Coppia, A. G. Pitt, Mr. John, R. N.  
Dann, Mr. and Mrs. G. Ross, Alexander  
Davies, W. R. Murray  
Dayson, Mr. & Mrs. Sawyer, Mrs.  
Ducker, R. N. Scott, Captain Percy  
Ducker, Miss R. N. C. B.  
Edmondston, E. B. Scott, Mrs. Percy and  
Eyre, Mrs. Sherbrooke, R. N. Lt.  
Erick, J. S. H. G.  
Ferrier, A. P. D. Lieut. Sherbrooke, Mr. H. G.  
Col. and Mrs. Sinclair, A.  
Forbes, Andrew Spackshaver, W. C. O.  
Grimble, Geo. Slater, A. G.  
Hamilton, Major Terrell, Mr. and Mrs.  
Henrett, P. D. Capt. H. D.  
Houten, J. von Thomson, J. S.  
Hughes, R. A. M. C. Lt. Wheeler, W. H.  
Col. Wheeler, Colonel  
James, R. A. Major and Wise, Hon. and Mrs.  
Jeffries, H. N. A. G. and child  
Johnson, C. A. A. Lieut. Wright, Dr. and Mrs.  
Col. R. F. Bateson

## ORAGIEBURN.

Brown, Mr. and Mrs. Simpson, Capt. & Mrs.  
H. Matheson Surplice, Mr. and Mrs.  
Georg, Mr. and Mrs. C. F. R. C.  
Helms, W. Whitty, R. A. M. C. Major  
Henderson, Mrs. F. H. M. J.  
Hrynone, Capt. and Mrs. Whitty, Mrs. M. J.  
Ough, Mr. and Mrs. A. Whitty, Mr. & Mrs. A. H.

## VISITORS AT THE KOWLOON HOTEL.

Anderson, Capt. and Crockett, Mrs.  
Mrs. (H. K. R.) Crockett, Miss  
Barrett, Lieut. & Mrs. Curless, Capt. and Mrs.  
A. S. (H. K. R.) Holden, Capt.  
Billbrough, C. T. S. James, Mr. and Mrs.  
Billbrough, Mrs. B.  
Bowen, Mr. & Mrs. J. R. Jensen, Fr.  
Campbell, Capt. G. D. Nissen, Capt. O. J.  
(H. K. R.) Nissen, V.

## THE SHARE MARKET.

## LATEST QUOTATIONS.

(MARCH 1st.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
<b>Banks.</b>		
Hongkong and Shanghai Banking Corporation	\$ 125	\$597½ sellers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15
The Bank of China and Japan, Limited—(Deferred)	£ 1	nominal
National Bank of China, Limited	£ 1	\$10
<b>Marine Insurances.</b>		
Union Insurance Society of Canton, Limited	\$ 50	\$355 buyers
China Traders' Insurance Company, Limited	\$ 25	\$50 sellers
North China Insurance Company, Limited	\$ 25	Taels 190 buyers
Yangtze Insurance Association, Limited	\$ 25	\$134½ sales
Canton Insurance Office, Limited	\$ 50	\$157½ buyers
<b>Fire Insurances.</b>		
Hongkong Fire Insurance Company, Limited	\$ 50	\$397½ sellers
China Fire Insurance Company, Limited	\$ 20	\$90 sellers
<b>Shipping.</b>		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$37 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$140 sellers
China and Manila Steamship Company, Limited	\$ 50	\$50 sellers
Douglas Steamship Company, Limited	\$ 50	\$43 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10.10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 5	£7.10 sellers
"Star" Ferry Company, Limited	\$ 2½	\$24 buyers
"Shell" Transport and Trading Company, Limited	£ 1	\$9 sellers
Shanghai Tug and Lighter Company, Limited	Taels 100	£2 sellers
Taku Tug and Lighter Company, Limited	Taels 50	Taels 175
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 177
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 137
<b>Rafineries.</b>		
China Sugar Refining Company, Limited	\$ 100	\$140 sellers
Luzon Sugar Refining Company, Limited	Taels 100	\$35 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77
<b>Mining.</b>		
Punjom Mining Company, Limited	\$ 10	\$42 sellers
Punjom Mining Preference Shares	\$ 1	\$14 sellers
Société Française des Charbonnages du Tonkin	Francs 250	\$525 buyers
Queen Mines, Limited	Cents 25	4 cents
Iceland Mining and Trading Company, Limited	\$ 10	\$33 sellers
Raub Allain Gold Mining Company, Limited	£ 10	\$9 buyers
Oliver's Freehold Mines, Limited	£ 10	nominal
Chinese Engineering & Mining Company, Ltd.	£ 1	Taels 9.30
<b>Docks, Wharves and Godowns.</b>		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$265 sellers
S. C. Farnham, Boyd & Co., Ltd.	Taels 100	Taels 265
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$60 sellers
New Amoy Dock Company, Limited	\$ 50	\$30 buyers
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 270
<b>Lands, Hotels and Building.</b>		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$94 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$179 sellers
Kowloon Land and Building Company, Ltd.	\$ 30	\$31 sellers
West Point Building Company, Limited	\$ 50	\$60 sellers
Hongkong Hotel Company, Limited	\$ 50	\$135 sellers
Oriente Hotel Company, Limited (Manila)	\$ 50	\$50
Astor House Hotel Co., Limited (Shanghai)	\$ 100	\$270
Humphrey's Estate and Finance Company, Limited	\$ 10	\$12½ buyers
Shanghai Land Investment Company, Limited	Taels 50	Taels 109
<b>Cotton Mills.</b>		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$14½ sales
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42
International Cotton Manufacturing Company, Limited	Taels 100	Taels 25
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 50
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
<b>Tobacco, Cigar and Cigarette Companies.</b>		
Alhambra, Limited	\$ 500	\$500
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 sellers
Shanghai-Sumatra Tobacco Company, Limited	\$ 20	Taels 40
American Cigarette Company, Limited	Taels 50	Taels 50
<b>Miscellaneous.</b>		
Green Island Cement Company, Limited	\$ 10	\$14 buyers
China-Borneo Company, Limited	\$ 15	\$30 sellers
A. S. Watson & Co., Limited	\$ 10	\$15 sellers
Watkins, Limited	\$ 10	\$10
Hongkong Electric Company, Limited	\$ 10	\$10
Hongkong Electric Company, Limited	\$ 10	\$10
Hongkong and China Gas Company, Limited	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$160 sellers
Geo. Fenwick & Co., Limited	\$ 25	\$45
Hongkong Ice Company, Limited	\$ 25	\$212½ buyers
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$330 buyers
Dairy Farm Company, Limited	\$ 5	\$12 buyers
Hongkong and China Bakery Company, Limited	\$ 10	\$12 buyers
Campbell, Moore & Co., Limited	\$ 10	\$12 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 10	\$12 buyers
United Asbestos Oriental Agency, Limited	\$ 10	\$12 buyers
Do	\$ 10	\$12 buyers
Tebrau Planting Company, Limited	\$ 10	\$12 buyers
Universal Trading Co., Limited	\$ 10	\$12 buyers
Hongkong Steam Water-boat Co., Limited	\$ 10	\$12 buyers
China Light and Power Co., Limited	\$ 10	\$12 buyers
Robinson Piano Co., Limited	\$ 10	\$12 buyers
Manila Investment Co., Limited	\$ 10	\$12 buyers
William Powell, Limited	\$ 10	\$12 buyers
Shanghai-Langkai Tobacco Company, Limited	Taels 100	Taels 33½

Telegraphic Address—"Rialto"

Telephone No. 148.

P. O. Box No. 17.

## STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Ajax	Shanghai	Butterfield Swire	March 3rd
Sachsen	Japan	Melchers & Co.	March 3rd
Bayern	Japan	Melchers & Co.	March 5th
Tanba Maru	Japan	Nippon Yusen Kaisha	March 6th
China	San Francisco	Pacific Mail S. S. Co.	March 7th
Doric	San Francisco	Pacific Mail S. S. Co.	March 15th
Empress of China	Vancouver	C. P. R. Co.	March 17th
Nippon Maru	San Francisco	P. O. S. N. Co.	March 25th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

## CHINA COAST METEOROLOGICAL REGISTER.

28TH FEBRUARY, 1902, P.M.

STATION.	HOUR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND.		WEATHER.
					DIRECTION.	FORCE.	
Wladivostok	2 p.m.	—	—	—	—	—	—
Tokio	"	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihou	1 p.m.	30.01	—	—	W	4	—
Taichu	"	30.00	—	—	NW	4	—
Tainan	"	30.04	—	—	W	2	—
Koshun	"	30.04	—	—	W	2	—
Pescadores	"	30.05	—	—	W	2	—
Guttsaff	3 p.m.	30.01	52	86	NW	5	cy
Sharp Peak	"	29.92	58	70	SE	2	b
Amoy	"	30.00	75	64	SE	3	b
Swatow	"	30.02	77	—	SE	3	b
Canton	"	29.99	84	68	SE	1	b
Hongkong	4 p.m.	29.99	70	73	ESE	1	b
Victoria Peak	"	—	—	—	SSE	3	—
Gap Rock	"	29.99	—	—	E	2	—
Macao	"	30.00	76	—	SSE	1	—
Haiphong	1 p.m.	—	—	—	—	—	—
Manila	4 p.m.	29.88	81	77	ESE	1	c
Malate	3 p.m.	—	—	—	—	—	—
Bacolod	"	29.87	81	—	N	3	o
Iloilo	"	29.82	79	—	NE	3	o
Cebu	"	—	—	—	—	—	—
Cape S. James	"	—	—	—	ENE	2	c

1ST MARCH, 1902, A.M.

Wladivostok	7 a.m.	—	—	—	—	—	—
Tokio	6 a.m.	—	—	—	—	—	—
Kochi	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Taihou	5 a.m.	30.09	—	—	SE	2	—
Taichu	"	30.02	—	—	—	—	—
Tainan	"	30.05	—	—	NE	2	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	30.03	—	—	—	—	—



## Post Office.

## A Mail will close:-

For Canton—Per *Pawan*, to-morrow, the 2nd instant, at 9 A.M.  
 For Canton—Per *Honan*, on Monday, the 3rd instant, at 7.30 A.M.  
 For Manila—Per *Rosetta Maru*, on Monday, the 3rd instant, at 11 A.M.  
 For Amoy and Manila—Per *Perla*, on Monday, the 3rd instant, at 11 A.M.  
 For Macao—Per *Hing-shan*, on Monday, the 3rd instant, at 1.15 P.M.  
 For Kunchuk and Samshui—Per *Tung-kong*, on Monday, the 3rd instant, at 3 P.M.  
 For Canton—Per *Faishan*, on Monday, the 3rd instant, at 5 P.M.  
 For Singapore, Sourabaya and Samarang—Per *Chelydra*, on Tuesday, the 4th instant, at 2 P.M.  
 For Singapore—Per *Ajax*, on Tuesday, the 4th instant, at 3 P.M.  
 For Shanghai—Per *Whampoa*, on Tuesday, the 4th instant, at 4 P.M.  
 For Manila—Per *Zufiro*, on Wednesday, 5th instant, at 11 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Sachsen*, on Wednesday, the 5th instant, at 11 A.M.  
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane and Sydney—Per *Tsinan*, on Thursday, the 6th instant, at 4 P.M.  
 For Yap, Herberthsholm, Matupi, Rur, Ponape, Kusine, Palut and Sydney—Per *Oceana*, on Friday, the 7th instant, at 11 A.M.  
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Tacoma*, on Saturday, the 8th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Hongkong Maru*, on Saturday, the 8th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 12th instant, at 11 A.M.  
 For Europe, &c., India, via Tuticorin—Per *Ballaar*, on Saturday, the 15th instant, at 11 A.M.  
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver—Per *Tartar*, on Wednesday, the 16th April, at 11 A.M.

## EXCHANGE.

Hongkong, 1st March.	
ON LONDON, Telegraphic Transfer, 1/15 1/16	
" Bank Bills, on demand, 1/16	
" Credits, 4 months' sight, 1/16 1/16	
" Debits, 4 months' sight, 1/16 1/16	
ON BERLIN, (demand), 1/16 1/16	
ON PARIS, Bank Bills, on demand, 1/16 1/16	
" Credits, 4 months' sight, 1/16 1/16	
ON NEW YORK, Bank Bills, on demand, 1/16 1/16	
" Credits, 30 days' sight, 1/16 1/16	
ON BOMBAY, Telegraphic Transfer, 1/16 1/16	
ON SHANGHAI, Telegraphic Transfer, 1/16 1/16	
" Private 30 days' sight, 1/16 1/16	
ON YOKOHAMA, T.T., 1/16 1/16	
Sovereigns, Bank's Buying Rate, 1/16 1/16	
Gold Leaf 100 touch, per tael, 56.50	
Bar Silver, 25 1/2	
Dollars, 25 1/2	

## RIVER STEAMERS, SCHOONERS, AND LOCHAS.

*Fatshan*, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.  
*Ho-nam*, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.  
*Powai*, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.  
*Hankow*, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.  
*Hoi-tong*, Chinese steamer, 409 tons, Captain Chi Wo & Co.  
*Tai-on*, British steamer, 728, J. Lawrence, Tai-on Steamship Co.  
*Pak Kong*, British steamer, Kwong Wan S.S. Co.  
*Kong Nam*, British steamer, T. Austin, R.N.R., Chinese Owned.

## Hongkong and Macao.

*Huagshan*, British steamer, 1,655, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.  
 Macao and Canton.  
*Lungshan*, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.  
*Kianglung*, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

## Canton and West River.

*Nanning*, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.  
*Salmun*, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

## VESSELS IN PORT.

**Steamers.**  
 ARNOLD LUYKEN, German steamer, 1,032, Paysen, 15th Feb.—Moji 9th Feb., Coals.—Mitsui Bussan Kaisha.  
 BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 9th Jan., Ballast.—Order.  
 BRAEMAR, British steamer, 2,316, Wm. Watt, 27th Feb.—Moji 22nd Feb., Coal.—Dodwell & Co., Ltd.  
 BRAND, Norwegian steamer, 1,519, John Thorsen, 15th Feb.—Singapore 29th Jan., Timber.—Dodwell & Co., Ltd.  
 CHELYDRA, British steamer, 1,574, R. Cox, 23rd Feb.—Moji 20th Feb., Coal.—Jardine, Matheson & Co.  
 CHOW, German steamer, 1,055, H. Kohler, 7th Feb.—Bangkok 20th Feb., Rice.—Butterfield & Swire.  
 DAIJIN MARU, Japanese steamer, 899, T. Ogata, 26th Feb.—Amoy and Swatow 25th Feb., General.—Mitsui Bussan Kaisha.  
 DAPINE, German steamer, 1,291, E. Schipper, 15th Feb.—Swatow 31st Jan., Ballast.—Siemssen & Co.  
 DR. HANS JERG KLAER, Norwegian steamer, 691, H. E. Larsen, 28th Feb.—Sarawak 20th Feb., Timber.—Sander, Wieler & Co.  
 EASTERN, British steamer, 3,500, Winthrop Ellis, 20th Feb.—Sydney 28th Jan., Townsville 1st Feb., Cooktown 2nd, Port Darwin 8th, Timor 10th, and Manila 17th, General.—Gibb, Livingston & Co.  
 EMPRESS OF JAPAN, British steamer, 3,003, H. P. Busby, R.N.R., 20th Feb.—Vancouver via Ports 27th Jan. and Shanghai 17th, Mails and General.—C. P. R. Co.  
 ERICA, German steamer, 1,207, C. Zindel, 24th Feb.—Moji 19th Feb., Coal.—Jensen & Co.  
 EROS, Norwegian steamer, 709, Reutz, 24th Feb.—Bangkok 5th Feb., Rice.—Chinese.  
 GERMANIA, German steamer, 1,714, A. Benckiser, 26th Feb.—Bangkok 12th Feb., Rice.—Chinese.  
 HANCHIN, British steamer, 1,267, W. G. Davis, 28th Feb.—Fochow 25th Feb., Amoy 26th, and Swatow 27th, General.—Douglas, Laprak & Co.

HANOI, French steamer, 742, P. Merles, 28th Feb.—Haiphong and Hoihow 27th Feb., Rice.—A. R. Marty.  
 HANSA, German steamer, 1,002, Lorenzen, 28th Feb.—Saigon 2nd Feb., Rice flour.—Sander, Wieler & Co.  
 HEIM, Norwegian steamer, 758, A. Eriksen, 25th Feb.—Saigon 18th Feb., Rice.—Sander, Wieler & Co.  
 HONG WAN, British steamer, 2,086, R. Penney, 27th Feb.—Penang and Singapore 17th Feb., General.—Chinese.  
 KACHIDATE MARU, Japanese steamer, 2,743, S. Fujiki, 26th Feb.—Kuchinotzu 21st Feb., Coal.—Mitsui Bussan Kaisha.  
 KATY, Austrian steamer, 1,360, A. Vidossich, 26th Feb.—Moji 20th Feb., Coal.—Sander, Wieler & Co.  
 KUMANO, British steamer, 2,077, E. J. Butler, 25th Feb.—Calcutta 8th Feb., Penang and Singapore 18th, General.—Jardine, Matheson & Co.  
 MACIEW, German steamer, 955, G. Wendig, 28th Feb.—Kohsichang 21st Feb., Rice.—Butterfield & Swire.  
 NASSOVA, German steamer, 2,480, Th. Hildebrandt, 16th Feb.—Singapore 4th Feb., Kerosine Oil.—Standard Oil Co.  
 OCEANA, German steamer, 464, F. Takuke, 24th Feb.—Yap 16th Feb., Copra.—Siemssen & Co.  
 ORO, British steamer, 1,299, W. Smith, 5th Feb.—Singapore 20th Jan., General.—Dodwell & Co., Ltd.  
 PEIVANG, German steamer, 953, W. Weisse, 25th Feb.—Saigon 20th Feb., Rice.—East Asiatic Trading Co.  
 PETRARCHI, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar.—Sander, Wieler & Co.  
 PHRA CHOM KLAO, German steamer, 1,012, U. Schulzen, 26th Feb.—Bangkok via Swatow 17th Feb., General.—Butterfield & Swire.  
 PROGRESS, German steamer, 687, H. Meyer, 27th Feb.—Fouane 24th Feb., Ballast.—Siemssen & Co.  
 PROVO, Norwegian steamer, 838, Thomas Seeborg, 21st Feb.—Haiphong and Hoihow 20th Feb., Rice and Sugar.—A. R. Marty.  
 ROSETTA MARU, Japanese steamer, 2,402, N. Tate, 24th Feb.—Manila 22nd Feb., Cigar and General.—Mitsui Bussan Kaisha.  
 SALAMANCA, British steamer, 883, J. H. Anderson, 16th Dec.—Moji 9th Dec., Coal.—Bradley & Co.  
 SINGAN, British steamer, 1,647, H. Wavell, 25th Feb.—Canton 25th Feb., General.—Butterfield & Swire.  
 STEINER, Norwegian steamer, 860, D. Reid, 26th Feb.—Bangkok 5th Feb., Rice.—Order.  
 STRATHVILL, British steamer, 3,584, J. R. Gordon, 22nd Feb.—San Francisco 17th Jan., Flour and Lumber.—Butterfield & Swire.  
 TACOMA, American steamer, 1,689, A. Dixon, 26th Feb.—Tacoma via Ports 27th Jan., General.—Dodwell & Co., Ltd.  
 TELEMACHUS, British steamer, 1,340, J. Williamson, 27th Feb.—Saigon 21st Feb., Rice and General.—Nam Wo & Co.  
 TRITOS, German steamer, 1,050, H. Clausen, 11th Feb.—Saigon 6th Feb., Rice and Rice-meal.—Kong Fat.  
 TSINAN, British steamer, 1,600, C. Lindbergh, 28th Feb.—Japanese 23rd Feb., General.—Butterfield & Swire.  
 VORWERTS, German steamer, 613, S. Wiering, 17th Feb.—Rejang (Borneo) 8th Feb., Timber.—Melchers & Co.

## Sailing Vessels.

HERZOG JOHANN ALBRECHT, German schooner, 207, Andersen, 10th October.—Manila 6th Oct., General.—Master.  
 IVY, American ship, 1,181, Stition, 30th Jan.—Modor 15th Nov., Timber.—Order.  
 LOTHAIR, Italian bark, 678, Bozzio, 24th Jan.—Callao 10th Nov., Sugar.—Carlowitz & Co.  
 MATOYA MARU, Japanese schooner, 121, Doch, 27th Jan.—Manila 20th Jan., Ballast.—Master.  
 SIERRA MIRANDA, British ship, 1,740, A. Macdonald, 2nd Feb.—Cardiff 25th Sept., Fuel.—Admiralty.  
 VALE OF DOON, British bark, 669, J. Petersen, 16th Dec.—Rejang 18th Nov., Timber.—Sander, Wieler & Co.

## HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 1st, 1902.  
*Alacrity*, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Eastlake, Hongkong.  
*Aldion*, 1st-class battleship, 12,900 tons, 13,500 i.h.p., 16 guns, Capt. W. W. Hewitt, Hongkong.  
*Algerine*, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Newchwang.  
*Archus*, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 i.h.p., Capt. J. Startin, Shanghai.  
*Argonaut*, 1st-class cruiser, 11,000 tons, 10 guns, 10 guns, Capt. G. H. Cherry, R.N., Wei-hai-wei.  
*Astrea*, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.  
*Aurora*, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., en route Home.  
*Blenheim*, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C.M.G., Amoy.  
*Bramble*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Hongkong.  
*Brisk*, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 i.h.p., Commander E. H. Martin, Singapore.  
*Britannia*, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. Comdr. E. A. Baird, Canton.  
*Cressy*, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.  
*Daphne*, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.  
*Edith*, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. H. S. Stokes, Hongkong.  
*Endymion*, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.  
*Erk*, coast defence gunboat, 363 tons, 3 guns, 100 i.h.p., Lieut. Comdr. W. Forbes, Chinkiang.  
*Fame*, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 4,400 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.  
*Firebrand*, 3rd-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beate Pownall, Hongkong.  
*Glory*, 1st-class flag-ship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. A. W. Carter, Hongkong.  
*Goliath*, 1st-class battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Capt. L. Wintz, Hongkong.  
*Hari*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.  
*Handy*, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.  
*Humber*, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.  
*Janus*, torpedo-boat destroyer, 230 tons, 6 guns, 3,900 i.h.p., in reserve.

*Ocean*, 1st-class battleship, 12,950 tons, 13,500 i.h.p., 16 guns, Capt. R. W. White, R.N., Practice.  
*Orlando*, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C.B., Hongkong.  
*Otter*, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.  
*Phaenix*, sloop, 1,060 tons, 6 guns, 1,400 i.h.p., Comdr. W. H. Nicholson, Hankow.  
*Pigmy*, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, en route Singapore.  
*Pique*, 2nd class, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Hongkong.  
*Plow*, 1st class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. Watts Jones, Singapore.  
*Rambler*, surveying-ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.  
*Redpole*, 1st-class gunboat, 865 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. C. F. Corbett, Singapore.  
*Robin*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. Comdr. G. C. Webster, West River.  
*Rosario*, sloop, 814 tons, 6 guns, 1,400 i.h.p., Comdr. R. W. Hamilton, Wei-hai-wei.  
*Sandpiper*, British river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lt. Comdr. M. Lockhart, West River.  
*Saifee*, river-gunboat, 85 tons, 2 guns, 240 i.h.p., Lieut. and Commander Dalgety, Yangtze.  
*Swift*, 2nd-class gunboat, 756 tons, 6 guns, 870 i.h.p., in reserve Hongkong.  
*Taku*, torpedo-boat destroyer, 250 tons, in reserve Hongkong.  
*Talbot*, 2nd-class cruiser, 6,600 tons, 11 guns, 8,000 i.h.p., Capt. F. G. Stophord, Practice.  
*Tamar*, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.  
*Terrace*, 1st class battleship, 14,000 tons, 30 guns, 25,000 i.h.p., Capt. Percy Scott, C.B., Hongkong.  
*Tweed*, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., in Reserve Hongkong.  
*Waterwitch*, surveying-ship, 620 tons, 450 i.h.p., Lt. Comdr. W. O. Lyne, Hongkong.  
*Whiting*, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 i.h.p., in reserve.  
*Wivern*, coast defence ship, 1,750 tons, 4 guns, 1,000 i.h.p., in reserve Hongkong.  
*Woodcock*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. Watson, Kiangling.  
*Woodlark*, river-gunboat, 150 tons, 2 guns, 550 i.h.p., Lieut. Comdr. H. E. Hillman, Yangtze.  
 Torpedo-boats in Reserve Nos. 8, 35, 36, 37 and 38, first-class; and 3 second-class boats.

## Miscellaneous.

*Aspern*, Austrian gunboat, 970 tons, Captain Heinrich, Singapore.  
*Holland*, Dutch cruiser, 8 guns, 3,000 tons, 9,250 i.h.p., Capt. S. N. S. Brandt, Swatow.  
*Koningin Wilhelmina der Nederlanden*, Dutch cruiser, 8 guns, 4,600 tons, 5,000 i.h.p., Capt. P. Rossius, Swatow.  
*Leopard*, Austrian cruiser, 1,600 tons, Captain Muller, Saigon.  
*Liberal*, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.  
*Maria Theresa*, Austrian cruiser, 10 guns, 5,900 tons, 9,755 i.h.p., Capt. V. Bless Kitter, S. Sambuchi, Shanghai.  
*Piel Hein*, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.  
*Zaire*, Portuguese gunboat, 530 tons, Captain Mello, Macao.

## FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATIONS.

**The Russian Squadron.**  
*Admiral Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 i.h.p., Captain Jakovlev, at Nagasaki.  
*Admiral Nakhimoff*, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 i.h.p., Capt. Verolovsky, at Tientsin.  
*Alcazar*, Russian gunboat, 810 tons, 8 guns, 1,200 i.h.p., Captain Elkskiy, at Nagasaki.  
*Amour*, Russian cruiser, 2,600 tons, Captain Barach, at Hongkong.  
*Bobro*, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 i.h.p., Captain Dobrovolsky, at Tientsin.  
*Dmitri Donskoy*, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 i.h.p., Comdr. Sharon, Singapore.  
*Gaidamak*, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 i.h.p., Capt. Serebrennikoff, at Taku.  
*Gremiatichsky*, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 i.h.p., Capt. Miklashevsky, at Shanghai.  
*Koreyets*, Russian cruiser, 1,200 tons, 9 guns, 2,150 i.h.p., Capt. Silmann, at Taku.  
*Mandarin*, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 i.h.p., Capt. Yakevoff, at Nagasaki.  
*Navarin*, Russian battleship, 10,000 tons, 10 guns, 9,000 i.h.p., Capt. Yenish, at Nagasaki.  
*Nayandnik*, Russian cruiser, 1,334 tons, 14 guns, 1,800 i.h.p., Capt. Zarine, at Nagasaki.  
*Otavany*, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 i.h.p., Captain Coprianoff, at Shanghai.  
*Petrovskiy*, Russian battleship, 12,000 tons, Capt. Grevaix, at Nagasaki.  
*Polstava*, Russian battleship, 10,960 tons, 11,255 i.h.p., 16 guns, Capt. Orgeroff, at Nagasaki.  
*Rosita*, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 i.h.p., Capt. Domojoff, at Nagasaki.  
*Rozhynitsk*, Russian cruiser, 1,315 tons, 1,786 i.h.p., 11 guns, Capt. Kernusky, at Macao.  
*Rurik*, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 i.h.p., Capt. Haupt, at Port Arthur.  
*Sevastopol*, Russian battleship, 10,900 tons, 13,600 i.h.p., 16 guns, Capt. Meleusky, at Nagasaki.  
*Sladch*, Russian gunboat, 4 guns, 1,200 i.h.p., Capt. Barronoff, at Nagasaki.  
*Sissol Veliky*, Russian battleship, 8,800 tons, 14 guns, 8,500 i.h.p., Capt. Tarassoff, at Manila.  
*Sivouch*, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 i.h.p., Capt. Soubatin, at Nagasaki.  
*Sweborg*, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.  
*Varyag*, Russian cruiser, 6,500 tons, 12 guns, Capt. Behr, at Nagasaki.  
*Vladimir Monomach*, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Singapore.  
*Vostok*, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.  
*Vladimir*, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Roguliz, at Taku.  
*Zabinka*, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Nagasaki.

## (1st and 2nd class).

*Delphin*, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.  
*Farel*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Jantichik*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.  
*Kanika*, Russian torpedo boat, 350 tons, Captain Mouravieff, at Shanghai.  
*Kli*, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.  
*Nargen*, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
*Novorossiysk*, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.

*Podorsnik*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sikh*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Skah*, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.  
*Skorpiun*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sootichina*, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.  
*Sov*, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.  
*Strelat*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Strauss*, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
*Sunguri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

## RUSSIAN TORPEDO FLOTILLA.

## (SEA GOING).

*Borgo*, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 12 knots.  
*Revel*, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
*Ussuri*, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.  
 Flagship of Vice-Admiral Alexieff.  
 Flagship of Rear-Admiral F. V. Dubostoff.  
 Flagship of Rear-Admiral Reunoff.

## THE GERMAN SQUADRON.

*Bussard*, German cruiser, 1,830 tons, 8 guns, Comdr. von Basewitz, at Saigon.  
*Furst Bismarck*, German flag-ship, 6,025 tons, 36 guns, Capt. Friederich, at Hongkong.  
*Gefion*, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.  
*Geier*, German cruiser, 1,600 tons, 8 guns, Capt. Baser, at Shanghai.  
*Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woonung.  
*Hela*, German despatch-vessel, 2,000 tons, 12 Capt. Rampoll, at Woonung.  
*Hertha*, German cruiser, 3,600 tons, 30 guns, Capt. Derewsky, at Shanghai.  
*Ilis*, German gunboat, 900 tons, 10 guns, Lieut. Comdr. Stahmer, at Shanghai.  
*Irene*, German cruiser, 4,200 tons, 8 guns, 2,930 i.h.p., Capt. Stein, at Nagasaki.  
*Jaguar*, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.  
*Kaiserin Augusta*, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Stein, at Hongkong.  
*Kurfurst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holtzendorff, at Woonung.  
*Luchs*, German gunboat, 850 tons, 10 guns, Comdr. Dachsner, at Shanghai.  
*Schwalbe*, German cruiser, 1,120 tons, 8 guns, Comdr. Bomer, at Hankow.  
*Stendal*, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.  
*Tiger*, German gunboat, 950 tons, 10 guns, Comdr. von Mittelstadi, at Canton.  
*Weissenburg*, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.  
*Warth*, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.  
*K. F. Wilhelm*, German battleship, at Nagasaki.  
*No. 90*, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.  
*No. 91*, German torpedo-boat, 360 tons, Capt. Lieut. Pullen, at Shanghai.  
*No. 92*, German torpedo-boat, 320 tons, Capt. Flaurich, at Shanghai.  
 Flagship of His Excellency Vice-Admiral Bendenack.  
 Flagship of Rear-Admiral Geissler.  
 Flagship, Rear-Admiral Kirchhoff.

## THE FRENCH SQUADRON.

*Alouette*, gunboat, 200 tons, Lieut. Comdr. Belloy, at Nagasaki.  
*Amiral Charner*, 2nd-class cruiser, 4,800 tons, Capt. Balthé, Saigon.  
*Bengali*, 2nd class despatch-boat, Lt. Comdr. De La Croix de Castries, at Nagasaki.  
*Bugard*, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Deltre, at Nagasaki.  
*Chastellon*, 2nd-class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Saigon.  
*Comète*, gunboat, 600 tons, Capt. Leliet, at Canton.  
*Decade*, gunboat, 699 tons, Capt. Leemee, at Hongkong.  
*D'Entrecasteaux*, 1st class cruiser, 9,000 tons, 26 guns, 13,500 i.h.p., Capt. D. du Fourat, Tonkin.  
*Descartes*, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Capt. L. de Saune, at Saigon.  
*Eure*, Dispatch-transport, Captain Vallée, at Saigon.  
*Friant*, 3rd class cruiser, 4,000 tons, Capt. Adam, at Haiphong.  
*Jean Bart*, 1st class cruiser, 4,500 tons, 10 guns, 10,000 i.h.p., Capt. Aubin, at Taku.  
*Keraint*, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.  
*Lion*, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Becue, at Saigon.  
*Pascal*, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Shanghai.  
*Slyx*, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.  
*Surprise*, gunboat, 700 tons, 10 guns, 800 i.h.p., Capt. Mornet, at Shanghai.  
*Ville Dalgier*, monitor, 944 tons, Captain Bonessour, at Hongkong.  
*Viper*, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.  
 Flagship of Vice-Admiral Courtejoles.

## THE AMERICAN SQUADRON.

*Albatross*, U.S. cruiser, 3,000 tons, Comdr. J. E. Craig, at Manila.  
*Bennington*, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Comdr. C. H. Arnold, at Hongkong.  
*Brooklyn*, Flagship, U.S. cruiser, 9,215 tons, Capt. C. C. Todd, at Manila.  
*Callao*, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Comdr. G. B. Bradshaw, at Manila.  
*Castine*, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Shanghai.  
*Celtis*, U.S. supply ship, 6,440 tons, 1,890 h.p., Comdr. C. T. Foss, at Manila.  
*Conestoga*, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.  
*Culgoa*, U.S. supply ship, 7,000 tons, 3,350 h.p., Comdr. J. W. Carlin, at Manila.  
*Don Juan de Austria*, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.  
*Glacier*, U.S. supply-ship, Lieut. Comdr. A. Mertz, at Manila.  
*Helena*, U.S. gunboat, 1,397 tons, 6 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.  
*Iris*, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.  
*Isla de Luzon*, U.S. gunboat, 1,330, Comdr. J. V. B. Blacker, at Manila.  
*Kent*, U.S. battleship, 11,500 tons, Capt. C. H. Stockton, at Amoy.  
*Manila*, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut. Comdr. A. P. Naxro, at Manila.  
*Marietta*, U.S. gunboat, 1,000 tons, 8 guns, 1,223 tons, Comdr. E. H. Gheen, at Canton.